

The China Mail.

Established February, 1845.

VOL. XL. No. 6594.

第一十个月九月四十八百八子一英

HONGKONG THURSDAY, SEPTEMBER 11, 1884.

日二十一月七日申中

PRICE, \$2 PER MONTH.

1516

AGENTS FOR THE CHINA MAIL

LONDON.—E. ALGER, 11 & 12, Clement's Lane, Lombard Street, E.C., GLOUCESTER & CO., 30, Cornhill, GORDON & GORDON, Ludgate Circus, E.O., BATH & CO., St. Wallbrook, E.O., SAMUEL BRAUN & CO., 150 & 154, Fleet Street.

PARIS AND EUROPE.—GALLIEN & CO., Rue de la Madeleine, Paris.

NEW YORK.—ANDREW WIND, Jr., Park Row.

AUSTRALIA.—TASMANIA AND NEW ZEALAND.—GODFREY & CO., Melbourne and Sydney.

SAN FRANCISCO.—American Port Supply Co., BRANT & BLACK, San Fran-

cisco.

SINGAPORE.—Straits & C. SAYLE & CO., Simeon Singapore, C. HERNANDEZ & CO., Manila.

CHINA.—MACAO, MESSRS. A. A. DE MELO & CO., SANTIAGO, QUIMBY & CO., AMERY, WILSON, NICHOLLS & CO., PHOENIX, HERBES & CO., SHANGHAI, LANE, CRAWFORD & CO., AND KEILY & WATSON, Yokohama; LANE, CRAWFORD & CO.,

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$7,500,000
Reserve Fund.....\$4,400,000
Reserve for Equalization.....\$ 400,000
Reserve Liability of Proprietors.....\$7,500,000

Court of Directors.
Chairman—A. P. McLEWEN, Esq.
Deputy Chairman—Hon. F. D. SASSEON,
C. D. BOTTONY, Esq.
H. L. DALMUYL, Esq.
H. W. K. KIRKWOOD, Esq.
H. R. FORBES, Esq.
M. E. SAWYER, Esq.

Chief Manager,
Hongkong.—THOMAS JACKSON, Esq.

Manager,
Shanghai.—EDWARD CAMERON, Esq.
London Bankers.—London and County Bank.

HONGKONG.

Interest Allowed.
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " " 4 per cent. " "
" 12 " " 5 per cent. "

Local Bills Discounted.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager,
Hongkong, August 25, 1884. 1423

NOTICE.
RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.

4.—Deposits may be on behalf of relatives, of trusts, &c., in addition to the depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank, or at the Post Office. When the form is presented with ten-cent stamps the depositor will be credited one dollar.

6.—Deposits in the Savings' Bank having \$100 or more in their credit may at their option be withdrawn from the Hongkong and Shanghai Banking Corporation by fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Posts, by means of clean Hongkong Postage Stamps of any value.

8.—Interest at the rate of 2½ per cent. per annum will be allowed to depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Orders containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence relating to the business of the Bank will, if marked *On* Hongkong Savings' Bond Business, be forwarded by the Postage Department, Free by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made by depositors, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For Me
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, April 25, 1884. 716

WITH Reference to the above, BILLS OF

NESS will be Committed on the 1st MAY, 1884.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, April 26, 1884. 716

PROSPECTUS.

THE HONGKONG & CHINA TRAMWAYS COMPANY, LIMITED.

CAPITAL, 500,000 DOLLARS.
10,000 Shares of \$50 each, \$5 payable on Application, \$10 on Allotment, and the remainder by Call, as required.

PROVISIONAL COMMITTEE.—
The Hon. W. KESWICK (Chairman),
The Hon. T. JACKSON,
The Hon. E. D. SASSEON,
C. P. CHATER, Esq.,
W. M. DANBY, Esq.,
W. H. FREIGHTS, Esq.,
W. K. KIRKWOOD, Esq.,
J. JOHNSON, Esq.,
J. A. MOSELEY, Esq.,
W. W. WOTTON, Esq.

Bankers.—THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Engineers.—W. M. DANBY, Esq., M. Inst. C.E.,
R. K. LEITCH, Esq., Assoc. M. Inst. C.E.

Solicitors.—MESSRS. BRETTON, WOTTON AND DEACON.

Temporary Office.—13, PRAYA CENTRAL, HONGKONG.

ABRIDGED PROSPECTUS.

THE Company has been formed for the purpose of constructing, equipping, and working a series of Low Level Steam Tramways in the City of Victoria, Hongkong. Two Royal Ordinances (Nos. 6 and 13 of 1883) have been passed by the Legislative Council and the Government authorizing the construction and working of the same.

Victoria is very favourably adapted for Tramways, owing to its configuration, the easy gradients of its principal street, (the main thoroughfare from the East to the West ends, along which the Tramways will be laid), and the immense incessant traffic.

The Tramways will be constructed in the best and most substantial manner, and with all the latest improvements, with steel girder rails, bedded in concrete, but no wood or other perishable material will be used.

The Tramways are intended to be worked by Steam traction, such being more economical, trustworthy, and under more effective control, having more power of overcomes gradients, and giving better results (pecuniary and otherwise) than horse, mule, steam, air, electricity or other motive power.

The engines will be constructed according to the Board of Trade regulations and will in no way be a nuisance, being almost noiseless, and having no machinery, smoke, or steam visible.

The Committee anticipate, from the relatively low cost per mile, of the projected Tramways, combined with other numerous advantages connected with the undertaking, that the dividend returns will be satisfactory.

There is no agreement or contract in existence affecting this undertaking.

Plans and Estimates may be seen at the Office, and the full Prospectus and Forms of Application for Shares and every other information may be obtained from

THE SECRETARY AND ENGINEERS,
No. 13, PRAYA CENTRAL,
HONGKONG.

APPLICATIONS for SHARES will be Received until the 30th SEPTEMBER.

Hongkong, August 7, 1884. 1319

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated under the Companies Act 1862 to 1883, whereby the Shareholders is limited to the amount of their Shares.)

CAPITAL.....\$2,000,000.

FIRST ISSUE of 100,000 SHARES of £10 Each, Of which 50,000 are Reserved for Issue in India, China, Japan and the Colonies.

PAYABLE

on Application: £1 on Allotment, and the Balance of £10 at such times and in such sums not exceeding £2, as the Directors may determine, and at intervals of not less than one month.

(Interest at Five per cent. per annum will be allowed upon all payments made in advance of Calls.)

Directors:
CHRISTIAN ALLHUSSEN, Esq.,
D. W. P. Director of the International Bank of London, Limited.

LIONEL R. C. BOYLE, Esq.,

Of Messrs. Boyle, Campbell, Burton & Co.,
30, Lombard Street, E.C.

W. W. CARROLL, Esq.,

Founder of the Oriental Bank Corporation.

E. F. RICHARDSON, Esq., of C.S.B.

Formerly President of the Bank of Bengal.

A. J. MACDONALD, Esq.,

Late Sir Charles Forbes & Co., and

formerly President of the Bank of

Bombay.

SIR BENJAMIN C. PINE, K.C.M.G.,

Oriental Club, Hanover Square, late

Governor of Leeward Islands.

GRANT HEATLEY TOD-HEATLEY, Esq.,

13, Carlton House Terrace, London, S.W.

Boarders:

THE UNION BANK OF LONDON, LIMITED.

THE BANK OF SCOTLAND (Edinburgh, London and Branches).

Messrs. STEER, LAWFORD & CURTON,
3, Drury Lane, London.

Mr. HOLLAND, BON & COWARD,
Mining Law, London.

Interim Secretary:

R. T. ROHDE, Esq.,

Editor.

Temporary Office—14, Threadneedle Street, E.C.

Forms of Application for SHARES may

be obtained from the Office of the

ORIENTAL BANK CORPORATION, Hongkong.

All Payments on Application for SHARES

are to be made to the HONGKONG & SHANGHAI BANKING CORPORATION, who will grant receipts for the same.

Applications for SHARES will be received

until the 15th September.

13th August, 1884. 1307

For Sale.

HIGH CLASS FURNITURE FROM THE FURNITURE EXHIBITION, LONDON, 1884.

SELECTED BY THE SPECIAL AGENT OF

THE HALL & HOLTZ CO-OPERATIVE COMPANY.

Specimens of the Latest Styles in ARTISTIC FURNITURE.

STYLISH,

ELEGANT, AND

Moderate in Price.

SUITABLE FOR:

HALL, LIBRARY, DINING ROOM,

DRAWING ROOM, BOUDOIR, OR BEDROOM.

REAL INDIAN, PERSIAN, SMYRNA AND OTHER EASTERN RUGS.

FURNITURE COVERINGS of every description.

The above GOODS will be on view, on TUESDAY NEXT, and

following days at

MESSRS. LANE, CRAWFORD & CO'S.

The Representatives of the H. & H. Co. Co.

who are at present in Hongkong, will be happy to give

Estimates and designs for Furnishing throughout

information desired.

For Sale.

NOTICE.

SAYLE & CO. beg to inform their Customers and the Public

in general that in consequence of the Death of the SENIOR

PARTNER, the BUSINESS carried on in HONGKONG will be

CLOSED

On or before the 31st day of August Next,

AND THE WHOLE OF THE STOCK

is now offered at a REDUCTION of 25 per Cent.

on the Marked Prices.

Special terms will be made for parcels of Goods over \$100 in

For Sale.

MacEWEN, FRICKEL & Co.
No. 83, Queen's Road East,
(OPPOSITE THE COMMISSIONER),
ARE NOW
LANDING FROM AMERICA.

TOPOGAN BUTTER.
Eastern and Californian CHEESE.
CODEFISH, Boned.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lb. cans.
Beau Ideal SALMON in 24 lb. cans.
Cutting's Desert FRUITS in 24 lb. cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEAT.
Stuffed PEPPERS.
Assorted SOUPS.
Richardson & Robbin's Collected Potted
MEATS.

Lunch HAM.
Lamb TONGUES.
Clare CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUCOCAJAH.
Maple SYRUP.
Golden SYRUP.
Canned WHEAT.
HONEY.
HONEY.

FAIRBANKS' SCALES.

400 lb. Capacity.
600 lb.
900 lb.
1,200 lb.

K A I S A R - I - H I N D'
CIGARETTES.
in crystallized Boxes of 100 at \$6.50
per millie.

SPORTING AND RIFLE GUNPOWDER
in 1-lb. Tins.

AGATE IRON WARE
INSERTION RUBBER.
TUCK'S PATENT PACKING.

HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.
LAWN BOWLS.

PAINTS and OILS.
TALLOW and TAR.
PITCH and ROSIN.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
S T O R E S,
including:

ALMONDS and RAISINS.
FRENCH PLUMS.
TETRISCAU'S DESSERT FRUITS.
JORDAN ALMONDS.

Fine YOKOHAMA,
PICNIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Yarmouth BLOATEDS.
Kippered HERRINGS.
Herrings à la SARDINES.

LEM'S BACON in tins.
COOCOTINA.
van HOUTEN'S COCOA.
Egg's COCOA.

SPARTAN

COOKING STOVES.

CLARETS—

CHATEAU MARGUAUX.

CHATEAU LA TOUR, pints & quarts.

MES. GRAVES.

BREAKFAST CLARET.

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.

1 and 3-star HENNESSY'S BRANDY.

COURVOISIER'S BRANDY.

RENET OLD BOURBON WHISKY.

KINSAZ'S LIQUOR WHISKY.

ROYAL GLENDAW WHISKY.

BOODGE OLD TONIC.

E. & J. DRAKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NAT. & CO.'S VERNOMOUTH.

JAMISON'S WHISKY.

MARSALA.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURAÇAO.

ANGOSTURA, BOKER'S and ORANGE

BITTERS.

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &

J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogheads.

SPECIALLY SELECTED

C I G A R S.

Fine New Season's CUMSHAW TEA, in
6 catty Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF
CASH and PAPER
BOXES, at Manufacturer's Price.

Hongkong, August 15, 1884. 1370

Notices to Consignees.

SHIRE LINE OF STEAMERS,
FROM HAMBURG, LONDON AND
SINGAPORE.

THE S. S. *Marionethorpe*—WILLIAMS
Commander, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that all Goods, with the exception
of Opium, are being landed at their risk into the
Godowns of the Undersigned, at Wan-
chai, No. 3, behind the premises known as
"Blue Buildings," whence and/or from the
Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded on, un-
less notice to the contrary be given before
2 p.m. To-day.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 13th Instant will be
subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, September 6, 1884. 1509

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship *Tussey* having arrived
from the above Ports, Consignees of
Cargo are hereby requested to send in
their Bills of Lading to the Undersigned
for counter-signature, and to take immediate
delivery of their Goods.

Cargo impeding the discharge will be
at once landed and stored at Consignees'
risk and expense.

JARDINE, MATHEWS & Co.,
General Managers.

Hongkong, September 5, 1884. 1488

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE S. S. *Arroll* having arrived
from the above Ports, Consignees of
Cargo are hereby requested to send in
their Bills of Lading to the Undersigned
for counter-signature, and to take immediate
delivery of their Goods from alongside.

All Cargo undelivered by the 9th Instant
will be landed and stored at Consignees'
risk and expense, and no Fire Insurance
will be effected.

Consignees are hereby informed that all
Claims must be made immediately, as
none will be entertained after the 11th
Instant.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, September 5, 1884. 1493

COMPAGNIE DES MESSAGERIES
MARIITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and to take immediate delivery.
This cargo has been landed and stored at
their risk and expense.

No Fire Insurance has been effected.

Ex Yung-ta,
A. 2 cases Berks,
1 Order, from Mar-
k. I. 1 Stationery, 1 scilles.
M. J. (in dn.) 597 (in dn.), 3 cases, from
598 Marbles.
599 Marbles.

L. MARTIN,
Acting Agent.

Hongkong, August 16, 1884. 1378

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Prices, \$1 each.

By Order,

J. GRANT SMITH,
Council for Peru.

Hongkong, September 15, 1503

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
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This cargo has been landed and stored at
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No Fire Insurance has been effected.

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Hongkong, August 16, 1884. 1378

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signature, and to take immediate delivery.
This cargo has been landed

THE CHINA MAIL.

In consequence of the partial destruction of the bath-house and the carrying away of the connecting bridge by the typhoon last night, the annual aquatic sports of the Victoria Recreation Club, fixed for to-morrow and Saturday, have been indefinitely postponed.

The Government Astronomer reports, to-day that directions to fire the typhoon gun, two rounds, were given at 6.28 p.m. yesterday. At 11 a.m. the following notice was telegraphed through the Central Police Station from here: "Heavy typhoon crossed Hongkong early this morning westward. Over nine inches of rain fell."

The Agent of the Eastern Extension Australasia and China Telegraph Company announces: "Our Agent at Sharp Peak wire, 'Launch service forcibly interrupted by Chinese authorities. Consequently we cannot accept messages for Foochow by direct cable for the present. All messages for Foochow should be marked 'via Shanghai' and they should be written in plain English."

The Macao line was interrupted, but is now restored.

A CORRESPONDENT points out to us that the firearms seized on board a foreign steamer by the Customs at Shanghai were no doubt taken, simply as smuggled goods and not as contraband of war, although the paragraph referred to the articles seized as "those contrabands of war." Such goods are contraband, but are not at present in the absence presumably of any definite notification from the French or Chinese authorities, contraband of war.

The Government Astronomer, writing yesterday, states: "At 6.45 a.m. directions were given to fire the typhoon gun one round, a stronger northerly gale being expected here; at 10h 15m a.m., the following notice was telegraphed to the treaty ports: 'Typhoon approaching Hongkong from the East. The Typhoon is still about E S E of here.'

We trust that residents in the Treaty Ports will, in future be kept better informed of the approach of typhoons towards this port than are residents here. Not a line was received yesterday either by ourselves or by our contemporary about the weather.

To-day's telegram indicates that the French Government intends adopting a more important course of operations than the seizing of Formosa as a material guarantee. The occupation of that island would, we fear, scarcely bring about a settlement of the difficulty—least for a long time. A week or two ago we ventured to sketch a programme of operations for the French. It main points were the occupation of Keelung as a coaling station; the destruction of the Nanking Arsenal and fleet in the Yangtze; the partial occupation of the provinces bordering on Tongking by a French army, which would advance from Langson and other points and be aided by French gunboats on the Kwang-tung waterways; and, if the Chinese Government still refused to come to terms, the landing of an army in the North for a march on Peking. We fancy the French have a covetous eye on the resources of Yunnan and other territory adjoining Tongking.

M. Blouwitz, the Paris correspondent of the Times, has sent to that journal his explanation of the Langson affair. According to this writer, Li Hung Chang carefully arranged for the occurrence of hostilities between France and China. In other words, Li so managed affairs that the Chinese should resist the occupation of the border towns, but he counted on his countrymen being defeated, whereas the French moved up such a formidable force to take possession of Langson, that it had to retreat when attacked by the Chinese. Had the French driven the Chinese across the borders, Li Hung Chang concluded that his Government would recognise accomplished facts and hasten to conclude a treaty. M. Blouwitz's theory may be ingenious, but that about all it has to recommend it. We do not believe Li Hung Chang so far forgot his duty to his country as to venture on any such hazardous arrangements. When he concluded the treaty with M. Fourrier he earnestly hoped we have no doubt that it would be accepted by his Government, and would prove to be the settlement of the imbroglio. It must have been well aware that a collision between the Chinese and French troops would result in the presentation of a heavy bill of costs, and render the settlement of the difficulty a most costly and difficult matter. We would prefer placing a more creditable interpretation upon Li's action than this.

The report of the Dockmaster of the East and West India Dock Company is not at all pleasant reading. The river, says the Dockmaster, is in a fatal condition. The water is thick and black, and the colour is due, not to silting, which might be not surprising when we learn that 400 tons of sewage fall into the Thames at the Blackwall entrance daily.

Cynical though the invention of mud, men times will be, if it proves successful, a convenience the thought of which has been recently submitted to the Australian Minister for water-supply. It is a machine for bringing down rain, and in the form of a balloon with a charge of dynamite underneath it. The balloon is to be sent up into the clouds, and the dynamite is to be fired

by a wire connecting it with the earth. The inventor of this marvellous apparatus for dispensing drought really succeeds in what may with accuracy be termed his lofty aspirations. He will rival even that traditional god who brought down fire from heaven, not in a balloon, but in the hollow of a cane.

The "Overland China Mail," published on Saturday morning, will contain, in addition to about eighty columns of matter, a clear wood engraving showing the positions of the French and Chinese vessels at Pagoda Anchorage just before the recent engagement there. The contents of to-morrow's "Overland China Mail" will be as follows:

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SUMMARY OF NEWS..... 145
CANTON..... 145 & Supplement
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FOOCHOW..... 145
WOO-SUNG..... 145
CHEFOO..... 145
TAIKU..... 145
THIEN-TIN..... 145
JAPAN..... 140, 142 & Supplement
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The Position of Missionaries in China..... 140
French Indemnities..... 140
The Vice of Falsetto..... 140
The Neutrality of Hongkong..... 140
The Execution at Fookien..... 140
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The Government Astronomer, writing yesterday, states: "At 6.45 a.m. directions were given to fire the typhoon gun one round, a stronger northerly gale being expected here; at 10h 15m a.m., the following notice was telegraphed to the treaty ports: 'Typhoon approaching Hongkong from the East. The Typhoon is still about E S E of here.'

We trust that, residents in the Treaty Ports will, in future be kept better informed of the approach of typhoons towards this port than are residents here. Not a line was received yesterday either by ourselves or by our contemporary about the weather.

To-day's telegram indicates that the French Government intends adopting a more important course of operations than the seizing of Formosa as a material guarantee. The occupation of that island would, we fear, scarcely bring about a settlement of the difficulty—least for a long time. A week or two ago we ventured to sketch a programme of operations for the French. Its main points were the occupation of Keelung as a coaling station; the destruction of the Nanking Arsenal and fleet in the Yangtze; the partial occupation of the provinces bordering on Tongking by a French army, which would advance from Langson and other points and be aided by French gunboats on the Kwang-tung waterways; and, if the Chinese Government still refused to come to terms, the landing of an army in the North for a march on Peking. We fancy the French have a covetous eye on the resources of Yunnan and other territory adjoining Tongking.

A curious incident in connection with the Marlborough Indians has come before Mr. Justice Chitty, upon the hearing of a petition presented by the Honourable Edward Marjoribanks and the Earl of Roden as trustees of the late Duke's settlement. Among the family jewels is a sword belonging to the first Duke of Marlborough, which was set with 134 rare diamonds. The late Duke sold these jewels for £1,300, and replaced them with crystals, and with the proceeds of the sale and his own money purchased three large diamonds, which were set in a necklace for the Duchess, and cost £1,635. By his will the Duke left his trinkets to his wife, but specially excepted the diamonds in the necklace. The sanction of the court was now asked to an arrangement by which the diamonds are to be accepted as an equivalent to the stones taken from the sword, and to be regarded as an heirloom. Mr. Justice Chitty, with the assent of the parties interested, sanctioned the arrangement, and at the same time stated that he did not think the transaction was any reflection on the late Duke.

Sheriff Guthrie, Glasgow, has issued judgment regarding a disputed shipbuilding account. The pursuers in the action were Messrs A. M. Gillespie & Co., of the New Steamship Company, 23 Cruchett Friars, London, against James Howden, Berkley Terrace, Glasgow, sole partner of the firm of James Howden & Co., engineers and steamship contractors. The pursuer's claim was £7,000 as compensation for the short carrying capacity of the iron screw-steamer *Men Shan*, which defendant undertook to build to the dimensions and at the price set forth in a memorandum of agreement drawn up between the parties in November, 1882. It was part of the contract that the vessel should be made to carry 1,800 tons deadweight, including coal, on a 140 feet draught. The contract price of the vessel was £27,000, and that sum had been paid with the exception of £7,000, which the pursuer had retained in respect of the shortage. A claim by the defendant for £7,000 was also before the Court, and the two suits were consolidated.

Sheriff Guthrie decided that the *Men Shan* was not built in terms of the contract, and that the defendant was liable to the pursuer in £2,300 damages, less £7,000, which the pursuer had withheld from the purchase price, and the Sheriff allowed expenses.

The Sheriff in a note said he proposed to take 180 tons as the shortage for the purpose of this case, in order to leave no doubt upon his mind as to the justice of his assessment. He took at the measure of the steamer's depreciation of the steamer's saleable price, viz., £15 per ton on 180 tons or £2,700. It was right, however, Sheriff Guthrie remarked, to allow the defendant

deduction for the loss of speed which the pursuers would have suffered if the vessel had been built according to contract. From the pursuers' own evidence it appeared that the vessel would have lost considerably in speed, and the defendant seemed to believe so much as to make her really not a sea-going ship. The Sheriff took it that the loss of speed would have been very material, and the earning power of the ship would therefore have materially diminished, not only by loss of time, but by having to carry coal to compensate for the loss of cargo. He took 50 tons as the quantity of coal so added and of cargo so displaced, and deducting £450 from £2,700, assessed the pursuers' damages at £2,250.

The "Overland China Mail," published on Saturday morning, will contain, in addition to about eighty columns of matter, a clear wood engraving showing the positions of the French and Chinese vessels at Pagoda Anchorage just before the recent engagement there. The contents of to-morrow's "Overland China Mail" will be as follows:

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The indications of a severe gale or typhoon which have been evident since Monday evening were verified last night by one of the heaviest storms which have visited the Colony for the past ten years. The storm signal indicating that a gale was expected was exhibited at the Observatory at Kowloon through Tuesday and yesterday. At about 6 o'clock yesterday morning a single gun was fired to warn the shipping community of the expected blow and as the signs of still severe weather became intensified, at about 7 p.m. the two guns, signifying the appearance of a storm of typhoon character, were discharged. From that time until about 1 a.m. the gale increased in violence, blowing first from the N.W. and working round to the N.E. A very high sea was, during this time, running in the harbour, breaking over the wharves and Praya with terrific force. Owing to the long notice given of the approaching storm, almost all the native junks and sampans, lighters and other small craft had cleared to a place of security long before the gale reached its climax; consequently very little damage has been done.

The only serious casualty was the drifting inshore of the S. S. *Tsaihang*. This vessel was moored at Messrs Jardine, Matheson & Co.'s buoy, where she was naturally supposed to be perfectly secure, particularly as she had one anchor out in addition. Between 8 and 9 p.m., however, the buoy broke away from the moorings and the steamer commenced to drag her anchor and drift in towards the Praya, opposite the Victoria Hotel. Fortunately for the *Tsaihang*, the wharf held together well and, by keeping the side of the steamer from bumping against the Praya wall, probably saved her from being most seriously damaged. Immediately after the bow of the vessel was brought close up to the Praya wall, a number of Chinese workmen from the Dock who were engaged at work on the bows of the steamer which rested against the Praya wall, the stern touching the end of the wharf opposite the Victoria Hotel. Fortunately for the *Tsaihang*, the wharf held together well and, by keeping the side of the steamer from bumping against the Praya wall, probably saved her from being most seriously damaged. Immediately after the bows of the vessel were brought close up to the Praya wall, a number of Chinese workmen from the Dock who were engaged at work on the bows of the steamer which rested against the Praya wall, the stern touching the end of the wharf opposite the Victoria Hotel. Fortunately for the *Tsaihang*, the wharf held together well and, by keeping the side of the steamer from bumping against the Praya wall, probably saved her from being most seriously damaged. Immediately after the bows of the vessel were brought close up to the Praya wall, a number of Chinese workmen from the Dock who were engaged at work on the bows of the steamer which rested against the Praya wall, the stern touching the end of the wharf opposite the Victoria Hotel. Fortunately for the *Tsaihang*, the wharf held together well and, by keeping the side of the steamer from bumping against the Praya wall, probably saved her from being most seriously damaged.

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or *Chang* wharf has been almost entirely destroyed. The western end of Miss Douglas Lapraik's wharf is very much damaged, the planks being torn away and the framework broken, and one corner of the Pottinger Street wharf, which acted as a fender for the *Tsaihang* was demolished by the bumping of the steamer. Some slight damage was sustained by the P. & O. Wharf, while Murray Pier, and the Canton steamers' wharf have got off almost without injury.

The bathhouse at the Recreation Club, which had been exceptionally fortunate this summer up to the present, has suffered severely. A few of the dressing rooms at the Eastern corner remain intact, the rest having been swept away along with the bamboo causeway between the bathhouse and the boathouse. The latter building escaped unharmed.

Three junks are reported to have gone to pieces near the Sailor's Home, and one with six men on board, which was on her way from East Point to Shaukiwan, is said to be missing. It is very possible, however, that she may have sought shelter on the other side of the harbour and yet turn up. As far as we know at present no loss of life has occurred through the storm.

A good deal of injury has been done, on a small scale, to buildings, &c., on shore.

Four houses in Taipingshan have suffered severely, the front walls having given way to the force of the wind and fallen down.

One of the houses in the Western Market

was partially unroofed, and tiles, pieces of chimney, blinds and signboards were to be seen flying about in the native portion of the upper levels.

The gale or typhoon has naturally interfered to a great extent with the shipping arrangements in the Colony. The *Houn*, which left Canton yesterday morning, was unable to go alongside the wharf to discharge her passengers and cargo until 9 o'clock this morning, but sought shelter until then behind Stonecutters' Island. The *White Cloud*, which arrived in the town through the *Thames*, has been perfectly sound, and washed out a perfect holocaust of rats, whose bodies are to be seen in numbers on the roads in the upper levels.

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